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A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

NOTICE.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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BIRTH.

On the 8th December, at Shanghai, the wife of HAROLD H. TAYLOR, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th December, 1901.

ACCORDING to a telegram from Peking, dated the 6th instant, to the *North China Daily News*, Prince CHING, following the advice of the representatives of Great Britain and the United States, has made the four following suggestions to the Throne, viz., that the heir-apparent Pu CHUN should be disinherited, that the Grand Secretary YUNG LU should be kept away from Court, that TUNG FUHSIANG should be decapitated, and that the so-called regency of the Empress Dowager should be abolished. To the first and third suggestions, according to our Shanghai contemporary's correspondent, the Empress Dowager gave a reluctant consent. The second and fourth she absolutely rejected. As is already well-known, an Imperial decree was issued from the Palace at Kaifengfu on the 30th November, announcing that Pu CHUN was deposed from his position as heir-apparent and ordered to quit the Court. However, it seems that the decree so far is a mere form, for, according to a private telegram received in Shanghai last week by the friend of an official connected with the Court at Kaifengfu, although Pu CHUN has been disinherited and also ordered to leave the precincts of the Palace at once, he is still residing in the vicinity of the Empress Dowager's apartments and continues following her about. This we are not surprised to learn, making people doubt the sincerity of the Empress Dowager's decree. There were recently many reports about the disgust of the Dowager at the very dissipated character of her selection as heir-apparent, from which it was surmised that she would be anxious to get rid of the young man. In fact, we were definitely told that she was about to do so. It is therefore rather unexpected that she should now

show reluctance and after the issue of the decree of disinheritor permit it to become a dead letter. The consent to the decapitation of General TUNG FUHSIANG, it may be imagined, would not cause a great struggle—in the first place, because he is much discredited now, and secondly, because he is out of reach. The rumours of the great forces which TUNG and Prince TIAN were collecting to march on Peking and intercept the returning Court have entirely ceased to circulate, and it may be gathered that they were originally nothing more than rumours. TUNG has for many weeks sunk entirely out of notice. His capture, it is true, might be a matter of great difficulty, but the remnants of the reactionary party at the Imperial Court are hardly likely to make any efforts to save him from his well-deserved fate.

That the Empress Dowager should be unwilling to banish YUNG LU from the Court is easily to be understood. Recently he has been, to all appearance, the guiding spirit at Hsinanfu and Kaifengfu, and has proved himself the strongest man among the surviving members of the Conservative party. What is not so easy to understand is the attitude said to have been taken up by YUNG LU himself. According to our Shanghai correspondent's telegram of the 13th inst., SHENG has received a despatch from him, in which YUNG LU speaks of disregarding the personal danger to him involved in the return of the Court at once to Peking, on the ground that delay threatens the reigning dynasty. YUNG LU thus seems to be posing as a disinterested supporter of the Imperial family, ready to sacrifice his fortunes in its cause. This is a new role. We should not like to say it is a mere assumption, but YUNG LU's previous career does not exactly inspire confidence in his protestations.

Prince CHING in his fourth suggestion urged the abolition of the Empress Dowager's so-called regency. A few months ago this would have been a very bold proposal as coming from a Chinese not identified with the Reform party. Even now it may be imagined that Sir ENEAS SARGENT and his American colleague exercised a good deal of persuasion on the Prince before he consented to put forward what the Dowager must consider so crude a suggestion. The termination of the Empress Dowager's usurped reign is bound to come, and to come soon, but it is not astonishing that she should "absolutely reject" the idea even yet. It is said that Viceroy YUAN SHIKAI has been instructed to learn the opinions of the foreign representatives on the answer of the Empress Dowager to Prince CHING's proposals and to report to the Throne. The Peking correspondent of the *Daily News* added, in the telegram referred to above:—"Although the date for the departure of the Court for Peking has been fixed by Imperial decree for the 14th instant, whether there is to be any further change of date will depend on Viceroy YUAN's report." The telegram which appears in to-day's issue sets at rest the question of the Court's start from Kaifengfu. According to this, the appointed date, the 14th instant, saw the Imperial departure on the way to Peking. We are still, however, in the dark as to the final answer to Prince CHING's proposals.

Kwok Tak Tung, the ring-leader in the affair which led to the Capatsum murders on 13th August last, will be hanged in the prison on Thursday. The other two fishermen who were convicted along with him but whom the jury recommended to mercy have been reprieved.

In the monthly carbine competition of "A" Machine Gun Co., held yesterday, Gunner E. A. Irving scored his first win on both the No. 1 and No. 3 Cups. Gunner Brown won the No. 2 Cup outright and Lieut. Nicholson and Gunners Irving and Emmett each won a spoon.

At Happy Valley to-day the Hongkong Football Club "A" Team will play H.M.S. *Glory* "A" Team, the kick-off being at 4.15 p.m. The following will play for the Club—J. P. Jordan, goal; T. W. Hornby and W. G. Worcester, goals; E. G. Smith, E. W. Carpenter, and I. V. Bennett, halves; P. A. Cox, E. E. Deacon, H. S. Moberly, W. W. Clarke, and R. Kerr, forwards.

An extraordinary general meeting of the Dairy Farm Co., Ltd., was to have been held on Saturday at the Company's office, 2, Albert Road, to consider and, if thought fit, pass the following resolution:—"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company be altered to read \$1,500 (Fifteen hundred Dollars)." A quorum of shareholders did not attend, however, and the meeting was adjourned till Wednesday next.

Mr. Sixto Lopez has received a telegram stating that his private secretary Mr. T. T. Patterson, whose arrest in Manila caused so much sensation there, has left Manila for Hongkong by the *s.s. Yamato Maru*. Mr. Patterson is accompanied by Mr. Fiske Warren. It would thus appear that the U.S. authorities are not allowing the action in the Manila Supreme Court to serve as a reason against Mr. Patterson's deportation, although it is possible that the Court has decided against him.

A circular despatch from the Colonial Office is reproduced in the *Gazette*, notifying the application of the law as to merchant seamen deserters to Honduras.

A despatch from the Secretary of State for the Colonies, enclosing the letter of acknowledgment from the Mansion House of Hongkong's contribution to the National Memorial to the late Queen Victoria, is published in the *Gazette*.

A report received in Tokyo states that Marquis Ito will not return to Japan until the end of March or the beginning of April next. It is reported on good authority that the Marquis will return to Japan by way of the Siberian railway.

The Telegraph Companies notified us on Saturday that the telegrams exchanged with the North are no longer subject to delay and that the cable to Amoy has been repaired. They also notified the receipt of London advices that traffic in the North of England has been delayed owing to the general breakdown of the lines by snowstorms.

At the Magistrate on Saturday, before Mr. J. H. Kemp, Harold T. Overton, a private in the R.W.F., was convicted of having stolen a silver watch, value \$7, from a shop at 63, Queen's Road Central on Friday, and was sentenced to three weeks' hard labour. He went into the shop and asked to see some watches, and as soon as he got this one in his hand he bolted, but was caught by the police.

Some curiosity was excited on Saturday morning, says the *N.C. Daily News* of the 10th instant, by the wanderings of H.M.S. *Humber* between H.M.S. *Pique* and the Pooshing shore. She had to leave the buoy to which she was moored while her engines were being overhauled, because it was wanted for H.L.G.M.S. *Geier*, and the tugboat on her quarter had some difficulty, owing to the wind and tide, in straightening her up until a friendly police launch came and guided her head round.

Messrs. Brich Georg & Co. say in their Weekly Share List, dated Hongkong, 14th December:—"The market continues to be weak with little of interest to report." With regard to China Manilla they say:—"We learn that the company intends to increase its capital by \$5,000,000 (making \$1,500,000) by the creation of 10,000 new shares at \$50 each, the new shares to be offered to the shareholders first in the proportion of one new share for every two of the present shares. A meeting has been convened for the 28th inst."

The return of deaths in the Colony during October last, just published in the *Gazette*, shows that 31 members of the European and foreign community (26 civilians, 5 from the Army), and 541 Chinese died during that month. 151 deaths were due to chest affections and 82 (5 European) to malaria. No 2 district claimed 148 of the Chinese deaths. The principal death rates in the different registration districts were:—British and foreign civil community 33.4 per 1,000 per annum; Chinese, Victoria, land 26.5, harbour 21.0; Chinese, whole Colony, land 24.3, boat 20.5, land and boat 23.8; whole civil community 24.1.

Sir James Mackay paid us but a flying visit last Saturday," says the *Poochoo Echo* of the 7th inst. "Arriving at the time, he spent the afternoon with the Chairman of the Chamber of Commerce and others, discussing matters connected with his Mission, dined at the British Consulate, witnessed the performance of *Liberty Hall* at the theatre, and left at midnight for the Pagoda Anchorage. He was accompanied by his two Secretaries, Mr. Cockburn, Assistant Commissioner, and Mr. J. W. Jamieson, Commercial Attaché." Sir James Mackay started from Shanghai for Nanking and river ports on the 7th inst. and was expected to return before Christmas.

Religion bridges great gaps, says the *P. & T. Times*, a remark which has been well illustrated this week on the entente between the Mussulmans of the Chinese City and the Punjabis and Hill-men of the Hongkong Regiment. During their fourteen months in the North the Tientsin *moulti* has extended much hospitality to the men of the Regiment who used the chief mosque. These amonities have been reciprocated; and both Chinese and Indians have used the same cemetery. The *moulti* accompanied by the Chinese Mahomedans on Wednesday made two journeys to the West village and presented the men with two honorary umbrellas, banners and scrolls, thus testifying to the excellent relations between the two parties. The presentation was accompanied by much music and refreshment, attracting a large crowd of natives and Indians.

A daring robbery is reported as having taken place in the Hongkong Hotel. A Mr. Inmal, who has been for some eighteen months past a storekeeper in one of the outlying military depots in Manila, arrived in Hongkong by the *Zafiro* at the end of last week to join the *Gaioic* for Australia. Until the *Gaioic* should sail he took a room at the Hotel, sharing it along with a young man whose acquaintance he had made on the passage. On Friday morning Mr. Inmal went to take his bath, leaving his purse, containing over \$1,000 in notes, postal orders, drafts, and gold, underneath his pillow. His companion was in bed. When Mr. Inmal returned the young man had gone, but his bag and umbrella remained. Mr. Inmal found his purse all right, as he at first supposed, for it was as bulky as ever. He went later to the office of the Pacific Mail to book his passage and on opening his purse discovered to his dismay that it contained nothing but newspaper cuttings. The police were at once informed and active search is being made for the thief, who it is thought must either be in the Colony, yet in Chinese territory.

Fox-hunting and ice-boating are to be revived in Tientsin this winter.

The German Budget for 1902 provides for consulates at Nanking, Ichang, and Chianfu.

The German newspapers *Vorwärts*, *National Zeitung*, and *Kölnische Zeitung* have been prohibited in South Africa.

Boxing and sparring matches are now permitted in Manila, the permission of the Provost Marshal General having been confirmed.

It is reported that the Korean Government intends shortly to grant an amnesty to Prince Pak (now in Japan) and other Korean refugees.

Telegraph communication will be established in the near future between Manila and Baler on the Pacific Coast of the Philippines. The line will be extended to Baler from Pantabangan.

At the Shanghai Volunteer Corps' annual rifle meeting Corporal Mackintosh and Trooper Aldridge tied for the Gold Cross, with 303 out of a possible 350. On firing off Corporal Mackintosh won.

The dispute as to the valuation on which the ad valorem duty of 5 per cent. is to be levied on Japanese coal has been settled, the *N.C. Daily News* says. The average value fixed upon is Kaikwan Ts. 4.60—Shanghai Ts. 5.15, per ton.

An outbreak of plague having been reported from Formosa recently, the Sanitary Bureau at Tokyo has notified the superintendents of all quarantine stations to enforce strict measures for the disinfection of all vessels coming from Formosa.

On the 9th inst. at Tientsin a man of the 4th Punjab Regiment, who is supposed to have run amok, fired at two men of his own regiment and killed them. Then he entered the store-rooms of the German Brigade and fired more shots. He thereby fatally wounded Controller Ehlert, two German soldiers seriously, and one slightly, before the German sentinel could kill him.

The Foochow A.D.C. has been playing *Liberty Hall*. The cast was as follows:—Blanche Chilworth... Mrs. C. S. Moore
Amy Chilworth... Mrs. Henry Schlee
Mr. Owen... Mr. Henry Schlee
Hon. Gerald Harrington... Mr. L. A. Mackinnon
William Tolman... Mr. E. J. Moss
Mr. J. Brignshaw... Mr. C. S. Moore
Mr. Pedrick (Solicitor)... Mr. J. S. Bruce
Robert Binks... Mr. H. H. Crafer
[Duoing]
[Palgrave]
[Simpson]
Luscombe... Mr. H. H. Dulling
The Shanghai A. D. C. is also staging the same play.

The Peking correspondent of the *N.C. Daily News* telegraphed on the 10th inst.:—"H.E. Lu Chuan-lin, reactionary member of the Grand Council, conscious of his own unpopularity, is anxious to resign, and has recommended Lu Jen-shiang and Yi Ko to Yung Lu's patronage. The Emperor is prepared to accept Lu Chuan-lin's resignation, but the Empress Dowager is hesitating. H.E. Wang Wen-shao arrived at Peking on the night of the 8th and called on Prince Ching early yesterday morning to discuss the Manchurian Convention. He has stated that it is his intention to consult on all matters with Prince Ching, and he will not act on his own account as his predecessor Li Hung-shang did. H.E. Yuan Shikai has been advising Prince Ching to reject the Manchurian Convention. H.E. Yuan is continually discussing with the Foreign Ministers the discontinuance of the Tientsin Provisional Government."

The Army correspondent of our Shanghai morning contemporary writes:—"It may have escaped the notice of many readers of the newspapers, interested naturally in the progress of the campaign in the North last year, that the Fokhien Province did not entirely escape. In the districts under my charge no less than twelve churches out of sixteen were damaged or destroyed, several being burnt down, and large numbers of native Christians were robbed and molested. Luckily, no lives were lost. But it has taken many months before all the cases could be satisfactorily settled and the compensation money paid up. However, I am glad to say that at last everything is settled, and all negotiations with the mandarins have ceased. We have reason for thankfulness that the authorities have met us so fairly and have not placed any serious obstacles in the way of settlement. We could have wished for a speedier adjustment of our claims, but procrastination seems to be inevitable when dealing with Orientals."

A curious case is reported from Manila. The complainants are Messrs. German & Co. The defendants are all prominent ex-insurectors who during the year of 1898 formed a company at Malolos, then the insurgent capital, known as the Compania Filipina de Electricidad. The complaint alleges that on or about the fifteenth of December, 1898, German & Co. sold to the Compania Filipina de Electricidad electrical supplies to the amount of \$8,853.36 of which sum \$3655 was paid, and now German & Co. sue for the sum remaining due. The clerk of the Court of First Instance has notified the various members, ex-insurgent leaders mentioned in the complaint, and the case will probably come up during the January term of the Court. The result will be watched with interest, as there are many firms in Manila who hold bills against various insurgent enterprises, and should the Court rule in favour of German & Co., a precedent will be established and many similar cases will be filed.

LATEST STEAMER MOVEMENTS.
The H.A.L. steamer *Silesia*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 21st inst.
The N.P. steamer *Duke of York* called from Yokohama for Tacoma on the 14th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE ORISIS IN CHINA.

SHANGHAI, 15th December, 7.46 p.m.

COURT RETURNING AT LAST.

An official telegram has been received stating that the Court started yesterday on its return to Peking, crossing the Hoangho and resting at Haintien, eight miles out from Kaifengfu.

REUTER'S SERVICE.

LONDON, 11th December.

SOUTH AFRICA—CAPTURE OF BETHEL'S COMMANDO.

General Bruce-Hamilton's column, after a night march, surprised and captured practically the whole of Commandant Bethel's commando. Seven Boers were killed and 131 taken prisoners. LOUIS BOTHA.

Louis Botha, with a large commando, is said to be at present to the north-east of Vryheid, in the south-eastern Transvaal.

MARQUIS ITO IN GERMANY.

Marquis Ito has been banqueted by Baron von Riechthofen, German Minister of Foreign Affairs.

LONDON, 12th December.

THE ISTHMIAN CANAL TREATY.

Senator Lodge, speaking in the Senate at Washington, declared that the result of the new Canal Treaty was that Great Britain transferred to America the entire management of the canal both in peace and war times, together with the right of fortification.

LORD KITCHENER PERSONALLY DIRECTING THE TROOPS.

The Pretoria correspondent of the *Telegraph* states that, now General Ian Hamilton has arrived, Lord Kitchener has personally taken the field, and is directing the movements of the troops.

LONDON, 12th December.

MARQUIS ITO IN GERMANY.

Marquis Ito has dined with Count von Bülow, Imperial Chancellor of the German Empire.

SOUTH AFRICA—PEACE PROSPECTS.

Meetings of Boers in the field are becoming frequent, and there are signs of an increasing inclination on the part of individual Boers to surrender.

LONDON, 13th December.

DOCTOR KRAUSE COMMITTED FOR TRIAL.

Doctor Krause has been committed for trial at the January Sessions on the charge of inciting to murder Barrister Forster of Johannesburg.

THE NEW CANADIAN CONTINGENT.

The Canadians forming the new contingent for South Africa are mobilising at Halifax, where they will embark on the 10th January. The departure of the men contributed by the different towns has been marked by scenes of enthusiasm equaling the departure of the "first contingents."

LONDON, 13th December.

BOTHA'S FORCE AGAIN SPLIT UP.

Commandant Louis Botha's force has again split up.

THE CAPTURE OF THE BETHEL COMMANDO.

General Bruce-Hamilton's column, which captured the Bethel commando, covered 51 miles in 24 hours, including a dashing pursuit of the enemy covering seven miles.

RESUMPTION OF MINING OPERATIONS.

Lord Kitchener has authorised the starting of one hundred stamps weekly.

JOHANNESBURG STOCK EXCHANGE REOPENING.

The re-opening of the Johannesburg Stock Exchange will take place in a few days.

A NEW BARRISTER-AT-LAW.

In the Supreme Court, on Saturday, His Honour A. G. Wice, Acting Chief Justice, presiding, Mr. E. H. Sharp, barrister-at-law, made a motion for the admission to the Bar of Mr. T. M. Phillips, late of Shanghai.

Mr. Sharp said:—Your Honour, this is a motion for the admission of Mr. Thomas Morgan Phillips, barrister-at-law of the Middle Temple, until lately and for some years practising in Shanghai, to be admitted as a barrister in this Colony. I think the necessary papers are before your Lordship.

His Lordship—I have seen the papers and they are all in order.

Mr. Sharp—I have great pleasure in moving that he be admitted to practise at the Bar here.

His Lordship—There will be the usual order. Allow me, Mr. Phillips, to welcome you to the Bar of Hongkong. It seems to me that you have come here at a very opportune moment, because, as you are well aware, death has been very busy in our ranks. I trust your connection with our Bar will be as profitable to yourself as I am sure it will be to all of us.

The Court then adjourned.

Mr. T. M. Phillips was admitted a member of the Honourable Society of the Middle Temple on the 28th of April 1877, and was called to the degree of the Utter Bar on the 8th of June, 1888. He has been practising in Shanghai since June, 1898.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE CATHEDRAL CHAPLAINCY.

TO THE EDITOR OF THE "DAILY PRESS":
Hongkong, 14th December.

SIR,—As a regular Church-goer, I fully endorse all that your correspondent "A Seat-holder" writes in his letter which appeared in yesterday's issue of your paper, and I think the thanks of the English church-going community are due to him for taking the initiative in a matter which affects all Church people so deeply, and upon which many feel very strongly. At the same time, I cannot but regret that the action of the Church Body renders it necessary that the publicity of the Press should be resorted to for the discussion of a subject which would otherwise have been better discussed at a meeting of seatholders, subscribers and regular attendants at the Cathedral.

I believe I am right in saying—I have it on excellent authority—that there is no doubt that the appointment of a successor to our present Senior Chaplain was actually made some time ago. That being the case, I should like to ask through the medium of your paper—there would seem to be no other means of doing it—(1) Why, granting its power to do so, the Church Body has taken such a responsibility, as this appointment undoubtedly is, upon its shoulders without allowing any of the seatholders, subscribers etc., any voice in the matter? (2) Why, with the general meeting of seatholders so near at hand, did the Church Body think it necessary to rush the matter through before the majority of church-goers even knew that our present Senior Chaplain contemplated resigning—and, as a matter of fact, before he had actually resigned? (3) Does the Church Body consider that it has done its duty as the representative of the congregation in trying its best to procure a really suitable man as successor to our present Senior Chaplain? (4) Can the present Church Body be considered "representative" of the congregation, seeing that the majority of its members have joined since the general meeting of seatholders, etc., in January last? (5) Were all the members of the Church Body present at the meeting when this appointment was made? (6) Why has not the Church Body made known to the congregation, before this, its decision with regard to the appointment?

With regard to the first question, surely the seatholders, etc., have a right to be consulted on a matter of such importance to them and for which they provide the necessary funds? It would have been only courtesy on the part of the Church Body to give them some say in the matter. In fact, throughout the whole business, it seems to me that the Church Body have been lamentably wanting in consideration for the feelings and wishes of those whom they are supposed to represent. I endorse my said—Yours, etc.

CHURCH-GOER.

A SMOKE NUISANCE.

TO THE EDITOR OF THE "DAILY PRESS":
Hongkong, 14th December.

SIR,—With reference to the correspondence published in your issue of this date complaining of the smoke nuisance in Queen's Road at the foot of St. Francis Street, I think it is high time that the authorities should take some decisive steps to remove the noxious and offensive trades outside the City of Victoria. If my memory serves me right, some such scheme was brought before the Sanitary Board about 16 years ago, but owing to the want of empty houses outside the City the scheme was dropped. Now there are hundreds of new houses nearing completion at Mongkok-tani and other parts of the Kowloon Peninsula, there is no reason why the carrying out of that scheme should be any longer delayed, inasmuch as it will help to relieve not only the overcrowding but also the high rent that is now prevailing in the City, in which the attention of the Government had been so much occupied. Thanking you for the insertion of this letter in the columns of your valuable paper—Yours, etc.

PRIVATE CHAIR AND RICKSHA COOLIES.

TO THE EDITOR OF THE "DAILY PRESS":
Hongkong, 14th December.

SIR,—Your correspondent "T." certainly gives some valuable advice as to the treatment of coolies by their employers, but his specific is too generally stated, viz., "to treat the coolies as human beings." The value of this advice would have been increased manifold if fuller definition had been given. A Prime Minister, a Congo native and an Andamanese are equally human beings with a Chinese coolie, but not quite on the same plane of evolution. "T." could therefore give some practical suggestions as to how to treat Chinese coolies, so as to secure their goodwill, even to the extent of four crowding into a space sufficient for two, he would earn the gratitude of many others besides—Yours faithfully,

W.

A meeting of the National Organising Commission of the National Flower Congress was held at New Britain, Ct., on the 1st October to consider the subject of adopting the carnation as a national flower for America. The carnation was the favorite flower of President McKinley, and the Commission thinks it would be an honour to the late President to have this adopted. The prevailing sentiment, however, of the National Flower Association is divided between the gladiolus and columbine, which two are in the lead.

ENTERTAINMENT

ST. JOHN'S CATHEDRAL.

THE FIRST FESTIVAL SERVICE of the HONGKONG DIOCESAN CHORAL ASSOCIATION will be held in the above Cathedral TO-MORROW (TUESDAY), 17TH DEC., at 5 P.M.

ORDER OF SERVICE:—
Overture "Stabat Mater" ... Resini.
Processional Hymn "Onward Christian Soldiers" Sullivan.
CANTATA "THE HOLY CITY" A. R. GAUL.
Voluntary "Stabat Mater" Rosini.

By kind permission of Colonel the Hon. E. H. Bortle and Officers of the Royal Welsh Fusiliers the Band of the Regiment will Assist.

SOLOISTS:—
Soprano: Mrs. ANDERSON; Contralto: Mrs. DEALY.
Tenor: Mr. G. P. LAMBERT; Basses: Messrs. C. H. P. HAY and W. J. THERRELL.
Organist: Mr. G. GREMBLE.
Conductors: Mr. J. H. MOIR, B.M., and Mr. A. G. WARD.

Seatholders are requested to be in their Seats before 4.55 P.M., as all Seats unoccupied will be considered free after that time.
It is hoped that those who attend will contribute liberally to the collection, especially remembering that the Order of Service and Words of "The Holy City" will be distributed free.

ALFRED CUNNINGHAM,
Hon. Secretary, S. J. C. Choir.
Hongkong, 16th December, 1901. [2143]

PUBLIC COMPANIES

THE DAIRY FARM COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ADJOURNED EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the COMPANY'S OFFICE, No. 2, Albert Road, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 18th day of December, 1901, at 4 P.M., for the purpose of considering, and if thought fit, passing the following Resolution, viz:—

RESOLUTION.
"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company be altered to read \$1,500 (Fifteen hundred Dollars)."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation, as a Special Resolution, to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors,
R. P. MOFFITT,
Secretary.
Hongkong, 14th December, 1901. [3034]

THE HONGKONG HIGH-LEVEL TRAMWAY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the SHARE-HOLDERS of the above Company will be held at the Registered Office of the Company, 38 and 40, Queen's Road Central, on FRIDAY, the 27th day of December, 1901, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 28th inst., both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th December, 1901. [3171]

CHRISTMAS 1901.

THE undersigned is now prepared to supply CHRISTMAS CAKES of the best quality, weighing from 1 lb. to 20 lbs., and also Mince Pies, Assorted Cakes, &c. &c.

DORAJEE NOWHOOJEE,
Hongkong Bakery,
51, Des Voeux Road.
Hongkong, 7th December, 1901. [3123]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that the CHINA SUGAR REFINING COMPANY, LIMITED, whose Registered Office is situate at Victoria in the Colony of Hongkong, have on the 6th day of November, 1901, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS, viz:—

A circular label with a double border bearing the letters CSR in a diamond shaped enclosure in the centre of the label while also in the centre of the label and beneath the diamond shaped enclosure aforesaid are the following series of combinations of letters and marks:—

GDA, GBB, GDF, OSR, AILW, AIII, and

within the border are the words

CHINA SUGAR REFINING COMPANY, LIMITED, HONGKONG: in the name of the CHINA SUGAR REFINING COMPANY, LIMITED, who claim to be the Sole Proprietors thereof.

The TRADE MARKS is intended to be used by the Applicants in respect of the following goods in the following class, viz:—As a Series in Class 42 in respect of Sugars.

A facsimile of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of November, 1901.
DEACON & HASTINGS,
Solicitors for Applicants.

2920]

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A. M. C. B.,
Care of Daily Press Office,
Hongkong, 15th December, 1901. [3161]

TOWARDS THE SUNRISE.

WIRT GERRARE.
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CHAPTER II.
THE NEW AMERICA.

The Russia of to-day is often termed the "new America"; the Russian themselves so regard it, but when one wishes to find exact points of resemblance one is told that the position of the Russian empire which is most like the United States is the industrial and agricultural region in the south-east of European Russia. Travellers say that this country is much the same as the "middle states"; but for the Russians there, the "new America" is the distant land towards the sunrise; in central Siberia it is said to be beyond Baikal, and those there say that the "new America" is Manchuria.

Russia is presumed to rival America in extent, natural wealth, and recently, in productive power. In the south-east of Russia there grows better wheat than that of the Dobrusha, a wheat that equals, if it does not surpass, the best of the Red River country. The wheat belt is an immense tract, but it can be extended almost indefinitely, and, it is said, the land to be brought under cultivation south-east of Samara is even better than any yet sown. It is on the "black soil," and much of the black-soil country remains to be opened up by railways and pioneer settlers. Here it may be said that the celebrated black-soil consists of a layer of thoroughly decomposed pure vegetable mould on a subsoil of sand or gravel. The thickness varies from two inches to more than two feet, and where it is thickest it is not likely ever to become exhausted providing that it is farmed in a sensible manner. Up to the present the land is cultivated in primitive fashion; the rotation of crops is not attempted, manures and top dressings are unused, the only remedy practised is to allow the land to lie fallow. In the production of wheat and other cereals Russia may rival America in the near future.

The next natural product of importance is timber; of this there is in Russia and Siberia an apparently inexhaustible supply. It is not so large as American timber; much of it is at present inaccessible, and the science of forestry is neither understood nor valued. Much of the forest is birch, and birch-wood makes the best paper-pulp. This is an industry which is in its infancy; it must grow and there is more than one fortune in it for the right people.

The exports of vegetable products, and even of mineral deposits, do not make an America. Given abundant natural resources and the means to exploit them, then industries will result, and it is industrial America that Russia attempts to rival.

It expects to attain the end by adopting the same method of rigid protection. The general state of Russian industries is considered to be satisfactory. Guaranteed a market, they have grown under the influence of protection, some increasing five, some four and some three-fold in a decade. The majority have just about doubled the turnover in the same term. The aggregate growth during the quinquennial period 1892-1897 was four times more rapid than the preceding five years, which itself was six times more rapid than the increase during the preceding ten years. In the words of the Minister of Finance, "the progress in our manufacturing industries proves clearly that the policy of protection has given excellent result." In fact, the development of industries has been so rapid that the production of raw material, coal, and iron, has been unequal to the demand, and has to be met by imports from foreign countries, although immense stores of both lie unworked at home.

In the metal industry, the works of the English New Russia Company are an early first. The mines are in the Kherson Government, about 75 miles from the port of Mariupol, on the Sea of Azov. The works were started so long ago as 1893, by Mr. John Hughes, of Downais, and have now grown into a town with a population of over 25,000. It is named Ustora after the founder, and is in every way a model settlement. The company employs some 15,000 hands, and is by far the largest iron producer in Russia, though in point of capital it is ninth down the list of iron companies. A year's output comprises 296,065 tons of pig iron, 120,000 tons of steel rails, 20,000 tons of manufactured iron, 150,000 tons of steel, three-quarters of a million tons of coal, and ten million bricks, besides lime, flux, manganese, and the like. The company provides a hospital and dispensary whose maintenance costs nearly £10,000 a year. Schools for 1,000 children turn over £15,000 a year, and in addition there are clubs, baths, co-operative supply stores, water-works, drainage and sanitary works, in short, this English company in Russia is ahead of the best American companies in many things. Year after year it increased its dividend until it reached twenty per cent.; about a decade ago it paid 30 per cent.; in 1894, in addition to a cash dividend of 25 per cent., each share was doubled and since then dividends of 15 per cent., 20 per cent., and 25 per cent. have been paid. No companies in the same industry have done better, but in Russia several have done exceedingly well compared with similar undertakings in other countries.

The industries next in importance from the point of view of progress are: Textiles, animal products, food stuffs, glass, porcelain and pottery, chemicals and paper. In all these, large profits have been made. In most there is constant expansion of business, and primarily to serve these staple industries, there has been a corresponding increase of minor, collateral, manufacturing trades. Small traders, manufacturers, and adventurers in tentative fashion are not encouraged; the larger and bolder undertakings the greater its chances of success.

In the "new America." Not all succeed; in every class there are failures; but in considering the possibilities of a country these may be ignored. It is sufficient to know that with average fortune and good management, large profits are obtainable.

One point all who would become interested in Russian enterprises must remember—Russia is a despotic country, and there is a direct variable tax upon trade and industries. In 1887, this direct impost yielded nearly 29 million roubles; it increased during the next ten years at an average rate of about two million roubles per annum, which may be taken as a fair, reasonable increase considering the growth of the industries. Thus in 1898, over 48 million roubles were derived by direct taxation of the trades and industries of Russia; in 1899, the sum actually received was over 61 million roubles, an increase in one year nearly equal to the aggregate increase of the ten previous years, and itself some seven millions in excess of the budget estimate. In 1900 the direct tax was expected to yield 59 millions, and for 1901 the estimate is 62,701,500 roubles. If, therefore, trade has doubled its turnover during the past decade, the direct impost has likewise doubled in the same term.

Again, without warning, an extra import duty of one rouble the prod of 26 lbs. was placed upon raw cotton, without drawbacks for existing contracts. Spinners were agitated, but—such is the law of the "new America."

It is unlikely that Russia as represented by the Ministry of Finance has any wish to cripple, much less kill, the goose which lay golden, taxable eggs. It is within the Minister's discretion to levy such tax as, in his opinion, the industries can afford to pay. An average assessment is sure to press hardly upon some industry, thus it is that those manufacturing concerns which survive are those which have been, and are, making the largest profit on a small capital and turnover. To be successful in the "new America" there must be a ample margin; it is suicidal to attempt either to cut prices or meet competition. The apparent success of industrial Russia, therefore, is wholly dependent upon the market being reserved by artificial means and a monopoly conferred upon home products. Russia has not a surplus of manufactured goods for export, nor with the present taxation could she sell at a profit in a free market, even if the bulk of the produce sold in the protected market at present high prices. In a word, the competition of Russian manufacturers abroad is not to be feared at present. For one thing, there is ready a protected market in Russia and the east for all that the "new America" is capable of producing. Russia and Siberia are hungry for goods, for machinery of all kinds, and especially for machinery to make machines. The railways require more rolling stock, and development of new territories is hindered because the fiscal policy requires that the things so badly needed must be made within the empire. Russia exports wheat; it would be preferable to export flour, and mills of the latest type are being erected all over the best wheat-producing area; there is, and long will be, room for many more. Reaping machines, harvesters, threshers, and agricultural implements generally, are in great demand. As a Chicago drummer in Samara informed me, the country is a "soft map" for the firms doing business and having stocks on hand.

To him it was a revelation that the users and consumers hunted about for the sellers instead of waiting for the new goods to be brought to their notice by travelling agents. A firm only recently engaging in business has sold 167 harvesters in Western Siberia in a single season. Should the tariff war between Russia and the United States continue, British goods ought to take the place of the American-made machines, against which there is now a differentiated tariff. Many other goods also could be supplied for the "new America" is hungry—very hungry.

It is in the south-west of Russia that improved methods of agriculture are so speedily adopted; the peasants of the west and middle districts seem content to go on in the old inefficient way, or when by hard drudgery they fail to make a living, they migrate east and there continue their simple methods until the force of example compels them to change. There is no conservatism in Siberia outside official circles, but in Russia the old methods are clung to with surprising tenacity. There is lack of education, inability to adapt manners and methods to changed circumstances; a supreme belief in, and absolute reliance upon, the central government for everything.

In the "new America" there is no initiative; all has to be brought in from the outside. Given the idea, shown the way, helped to a fair start, the Russian can go ahead with facility. The teacher is delighted—more apt pupils never were found. All goes well until the machinery wears, or some little thing goes wrong; then things are at a standstill until outside help has been brought in to right them. If the same accident occurs from the same cause a second time, the Russian will be able to right matters; but if it is from a similar cause he is nonplussed. As a parrot speaks by rote without understanding, so the Russian workman does his task mechanically and without comprehending or attempting to comprehend the why and the wherefore of the different parts of the more or less complicated tools he has to tend daily. He can do what he has done or seen what he has seen done before, but in the simplest things he is unable to trace the cause from the effect, or to remedy a trifling defect in a rough and ready but effectual way.

An experienced workman is a treasure, but experienced workmen are scarce, since the hands for the most part merely take to factory work in the intervals of agricultural employment. They are migrants; if not nomads, going in summer to their villages to till the commune's holding, and returning, sometimes, to the mills for the winter. The changes become so annoying and expensive that factory managers en-

deavour to employ only regular workers. Of these there are not many; and though the individual workman may be ready to stay on he may not do so if required for military service, if his village commune will not agree to his absence, or if the police decline to renew his passport. In the engagement of hands the Russian employer has to conform to conditions far more onerous than any demanded by a trades-union in Great Britain. Hedged round with laws that take away the essence of all free contract, employers and employed are frequently unable to agree on minor points, and are not free to give and take to their mutual advantage. Says the employer: "The state safeguards your interests; I conform to the law, I will do nothing more." Say the workers: "The conditions are too onerous; we cannot alter the law, we can cease to work, we will." With the complete code of factory regulations, with the government inspectors, the resident responsible manager, and the host of officers whose business it is to adjust the relations of workers and masters, such a strike cannot occur, that is, theoretically it cannot. If it does it is a misdemeanor and the penalty is fixed by the code. All the same, the workmen scheme. In one mill all went as usual to their places, but refused to do any work. According to the code they had not struck they had not left their work, or broken their agreements, had committed no offence in the eye of the law. It nevertheless required the interference of the police and the propinquity of a body of Cossacks to get the mill emptied. The hands were all discharged, and a fresh lot engaged. The point of dispute was the old complaint of the hours of labour; the hands thought the regulation 11½ hours too much. Some of the employers thought so too, but in the "new America" all must be in accord before any change can be effected.

In attempting any comparison of Russia and America it is useless to regard latent natural resources. Possibly Professor Neudorff is right in his assertion that the Ural region has, in its supplies of iron ore, and sufficient charcoal to produce from that ore several million tons of pig iron annually, but, as long as ore and fuel belong to the Government and may not be worked by private enterprise, the industries dependent on iron may consider the deposits as non-existent.

Physically Russia may resemble America, it may have a similar climate and equal natural advantages, but unless the Russian people possess certain qualities the American have, they will not make any "new America" of any part of the empire. The difference is immense. In the United States of America the state is the servant of the public, in Russia every individual is a servant of the state. In America a number of individuals combine for a certain purpose, achieve their purpose, and the state confirms or legalises their action. In Russia it is the state that initiates, the state that achieves, and the state that looks to the public for approbation. It is the state that leads, guides and pushes the public in the way it intends they should take. The state is not only the greatest landowner, but is the greatest trader, and the greatest railway contractor in the world. It works over 20,000 miles of railway, and besides administering the various manufacturing and other departments incidental to governing a modern state, it is more or less directly responsible for every enterprise undertaken within its territories. It regulates the hours of labour and even adjusts the scale of wages; by altering imposts it affects the prices of commodities and manufactured goods. So far reaching is the hand of the state that there seems little for the individual to do apart from it, consequently nearly all the best men are in the employ of the state. In one word the Russian State is a gigantic "trust," endeavouring to regulate its multitudinous businesses in a way that will return the largest profit. How it is grappling with various social problems, and in what manner its action is affecting the interests of different classes of subject, the student of Sociology may know. It is enough that its methods are different to those of the American Republic and bear no close resemblance to any of the means employed by European states to achieve pre-eminence.

(To be continued.)

CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

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Wishing you Happiness and Longevity
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My chin chin in Hongkong
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[2712]

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[1735]

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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	GLENROY	Brit. str.	2 m.	Forbes Selby	McGregor Bros. & Gow	On 20th inst.
LONDON, via SUEZ CANAL	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 21st inst. at Noon.
LONDON	GLACIUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 24th inst.
LONDON	JRUCALION	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 28th inst. at Noon.
LONDON	PELUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 7th January.
LONDON	STENTOR	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 21st January.
LONDON	INDOMENEUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th February.
LONDON	AGAX	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 18th February.
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th March.
LIVERPOOL DIRECT	PATROCLUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, via SUEZ CANAL	VILLE DE LA CIOTAT	Fr. str.	2 m.	F. B. Macmillan	MESSAGERIES MARITIMES	On 24th January.
MARSEILLES, via SUEZ CANAL	WAKASA MARU	Jap. str.	2 m.	C. Polack	NIPPON YUSEN KAISHA	On 18th February.
REMIEN, via PORTS OF CALL	SERBIA	Ger. str.	2 m.	C. Brehmer	MELCHERS & CO.	To-day, at 1 P.M.
HAYRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	C. Brehmer	HAMBURG-AMERIKA LINIE	On 27th inst. at Daylight.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	C. Brehmer	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
HAYRE & HAMBURG	SAMBIA	Ger. str.	2 m.	C. Brehmer	HAMBURG-AMERIKA LINIE	On 6th January.
HAYRE & HAMBURG	AMBRIA	Ger. str.	2 m.	C. Brehmer	HAMBURG-AMERIKA LINIE	On 12th January.
HAYRE & HAMBURG	C. F. LAEISZ	Ger. str.	2 m.	C. Brehmer	HAMBURG-AMERIKA LINIE	On 28th January.
THREEE, via SINGAPORE, &c.	AUSTRIA	Aus. str.	2 m.	C. Brehmer	HAMBURG-AMERIKA LINIE	On 12th February.
NEW YORK, via SUEZ CANAL	LENNIX	Brit. str.	2 m.	C. Brehmer	SANDER, WIELER & CO.	On 21st February.
NEW YORK, via SUEZ CANAL	ATHESIA	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 18th inst. P.M.
NEW YORK, via SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.	C. Brehmer	SHEWAN, TOMES & CO.	On 21st inst.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	C. Brehmer	HAMBURG-AMERIKA LINIE	On or about 17th inst.
VANCOUVER, via SHANGHAI, &c.	TACOMA	Brit. str.	2 m.	C. Brehmer	CANADIAN PACIFIC R. CO.	On or about 20th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IOJUN MARU	Jap. str.	2 m.	C. Brehmer	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IOJUN MARU	Jap. str.	2 m.	C. Brehmer	NIPPON YUSEN KAISHA	On 23rd January.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IOJUN MARU	Jap. str.	2 m.	C. Brehmer	NIPPON YUSEN KAISHA	On 21st inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	To-day, at 4 P.M.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 31st inst. at 4 P.M.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On or about 18th inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 30th inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 18th inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 27th inst. at 4 P.M.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 19th inst. P.M.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 20th inst. at Daylight.
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PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 21st inst.
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PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On or about 16th inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 18th inst. at Daylight.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 25th inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	To-morrow, at 10 A.M.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 19th inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 21st inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 18th inst. at Noon.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 18th inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 20th inst.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On 20th inst. at Noon.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	To-day, at Noon.
PORTLAND OREGON	INDRAPUR	Brit. str.	2 m.	C. Brehmer	DODWELL & CO. LIMITED	On or about 16th inst.

SHIPPING.

ARRIVALS.
Dec. 14, KWANLOO, British steamer, 1,467, Lincoln, Canton 13th December, General.—CHINESE.
Dec. 14, ANPING MARU, Japanese str., 1,058, Suzaki, Fookchow, Amoy and Swatow 12th December, General.—MITSUBI BUSSAN KAISHA.
Dec. 14, POKSANG, British str., 391, Anderson, Canton 13th Dec., General.—JARDINE, MATHISON & CO.
Dec. 14, HIRANO, British str., 1,040, Murray, Cooch, Hilo 10th Dec., General.—JARDINE, MATHISON & CO.
Dec. 14, OLYMPIA, American str., 1,791, John, Truchridge, Tacoma 11th Nov., General.—DODWELL & CO. LTD.
Dec. 14, PELUS, British steamer, 4,800, W. Anguth, Singapore 8th December, General.—BUTTERFIELD & SWIRE.
Dec. 14, SAMBIA, German str., 3,623, O. F. Schmidt, Hamburg via Singapore 25th Oct., General.—HAMBURG-AMERIKA LINIE.
Dec. 14, TAIHAN, British str., 1,122, E. Stevall, Bangkok 5th Dec., Rice and General.—BRADLEY & CO.
Dec. 15, AUSTRIA, Austrian str., 4,879, A. Fellner, Yokohama via Kobe and Moji 11th Dec., General.—SANDER, WIELER & CO.
Dec. 15, ELISA, German str., 1,702, Schouwandt, Canton 10th Dec., General.—JERSEY & CO.
Dec. 15, HOHMA, French str., 509, M. Merles, Pakhoi and Hoihow 14th Dec., General.—A. R. MARY.
Dec. 15, IYO MARU, Japanese str., 3,918, Parsons, Moji 11th December, General and Coal.—NIPPON YUSEN KAISHA.
Dec. 15, MALACA, British str., 2,615, E. G. Andrews, London 2nd Nov. and Singapore 8th Dec., General.—P. & O. S. N. Co.
Dec. 15, PAKHAN, British str., 1,235, F. E. Perrie, Tauron 10th Dec., Rice and General.—BRADLEY & CO.
Dec. 15, PRYANG, German str., 953, W. Wiesse, Cuba 10th Dec., Ballast.—E. A. TRADING CO. LTD.
Dec. 15, SKULD, Norwegian str., 914, Berbour, Bangkok 15th Dec., Rice.—CHINESE.
Dec. 15, SULLER, German str., 782, Jensen, Haiphong and Hoihow 14th Dec., General.—A. R. MARY.
Dec. 15, THEA, German str., 934, Oherlich, Haiphong 12th Dec. and Hoihow 14th Dec., General.—JERSEY & CO.
Dec. 15, VILLE DE LA CIOTAT, French str., 2,821, A. Fiaschi, Yokohama 12th Dec., General.—MESSAGERIES MARITIMES.
Dec. 15, WHAMPOA, British str., 1,030, Laters, Shanghai 11th Dec., General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
14th December.
Airtie, British str., for Shanghai.
Benclutha, British str., for Canton.
Borneo, British str., for Singapore.
Daigi Maru, Japanese str., for Swatow.
Enderbide, British str., for Manila.
Fookang, British str., for Ningpo.
Haitan, French str., for Hoihow.
Hailong, British str., for Swatow.
Jacob Diederichsen, German str., for Hoihow.
Mongkut, German str., for Bangkok.
Pelus, British str., for Shanghai.
Progress, German str., for Tauron.
Tatung, British str., for Canton.
Trym, Norwegian str., for Haiphong.
15th December.
Airtie, British str., for Shanghai.
Benclutha, British str., for Canton.
Borneo, British str., for London.
Enderbide, British str., for Manila.
Fookang, British str., for Ningpo.
Haitan, French str., for Hoihow.
Hailong, British str., for Swatow.
Jacob Diederichsen, German str., for Bangkok.
Mongkut, German str., for Tauron.
Pelus, British str., for Canton.
Progress, German str., for Swatow.
Tatung, British str., for Haiphong.
Trym, Norwegian str., for Haiphong.
16th December.
Daigi Maru, Japanese str., for Swatow.
Hailong, British str., for Swatow.
Jacob Diederichsen, German str., for Hoihow.

VESSELS IN DOCK.

14th December.
ABERDEEN DOCKS.—Tatung, Trym, H. J. Albrecht, Tacoma, U.S.S. Princeton, Saturn, H.M.S. Power, H.M.S. S.M.S. Ulla, S.M.S. Tiger, H.M.S. Aurora, Emma Lyken.
COSMOPOLITAN DOCK.—Taichong, Yuen-yang.
SHIPPING REPORTS.
The British steamer *Pakhan*, from Tauron 10th inst., had fresh N.E. winds and high sea, heavy weather.
The British steamer *Hipsang*, from Hilo 10th inst., had strong monsoon, high sea and cloudy with rain showers.
The French steamer *Haitan*, from Pakhoi and Hoihow 14th inst., had moderate breeze and fine overcast weather. At Pakhoi—French gunboat *Decidee*.
The British steamer *Whampo*, from Shanghai 11th inst., had fine weather and northerly winds of variable force.
The British steamer *Taihan*, from Bangkok 5th inst., had moderate N.E. wind and sea to Cape Varella. From Cape Varella to North Cape Varella N.W. gale with high sea. From North Cape to port fresh to moderate monsoon with high sea.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
(FLOREO & RUBATTINI UNITED COMPANIES.)
STEAM FOR BOMBAY, via SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENTURA, TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship
"BORMIDA."
Captain D. Costa, will be despatched as above TO-DAY, the 16th inst., at NOON.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 13th December, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 16th December, 1901,
at 1 P.M., the Company's Steamship "VILLE DE LA CIOTAT," Captain Fiaschi, with Mail, Passengers, Specie and Cargo, will leave this port for ports of call, WITHOUT TRANSITMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 3 P.M., Specie and Parcels until 3 P.M. on the 15th December. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Parcels are required.
For further particulars, apply at the Company's Office.
P. DE CHAMPORIN,
Acting Agent.
Hongkong, 4th December, 1901.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
"INDRAPUR" 4,899 Tons. W. E. Craven, R.N.R. December 26, 1901
"INDRAPUR" 4,899 Tons. A. E. Hollingsworth January 14, 1902
"KNIGHT COMPANION" 4,111 Tons. G. E. Froggatt, R.N.R. February 13, 1902
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 11th December, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR YOKOHAMA VIA SHANGHAI, MOJI AND KOBÉ
(Passing through the Inland Sea).
LONDON, &c. CHUSAN Noon, 21st December See Special Advertisement
SHANGHAI BRIGAL About 21st December Freight or Passage.
LONDON JATA Noon, 28th December Freight or Passage.
For MARSEILLES, PLYMOUTH, ORIENTAL, 5,284 Tons, 20th March.
Without Transshipment MALTA 5,064 Tons, 12th April.
For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 11th November, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZUKI, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
SAILING DATES.
KONIG ALBERT WEDNESDAY 25th December.
PRINZESS IRENE WEDNESDAY 8th Jan. 1902.
PRINZ HEINRICH WEDNESDAY 22nd Jan. 1902.
PREUSSEN WEDNESDAY 5th Feb. 1902.
HAMBURG WEDNESDAY 19th Feb. 1902.
SACHSEN WEDNESDAY 5th Mar. 1902.
KIAUSCHOU WEDNESDAY 19th Mar. 1902.
BAYERN WEDNESDAY 2nd Apr. 1902.
STUTTGART WEDNESDAY 16th Apr. 1902.
KONIG ALBERT WEDNESDAY 30th Apr. 1902.
PRINZESS IRENE WEDNESDAY 14th May 1902.
PRINZ HEINRICH WEDNESDAY 28th May 1902.
PREUSSEN WEDNESDAY 11th June 1902.
HAMBURG WEDNESDAY 25th June 1902.
* Steamers of the Hamburg-Amerika Linie. * Calling at American.

ON WEDNESDAY, the 25th day of December, 1901, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Capt. C. Polack, with MAIL, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NALVA and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd December, Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 24th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50. Parcels should not exceed Two Feet Cube in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Litter can be washed on board.
NORDDEUTSCHER LLOYD
MELCHERS & CO., AGENTS.
For further Particulars, apply to
Hongkong, 12th December, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	December 21st
VICTORIA	2,852	J. Pantan	December 27th
OLYMPIA	2,897	J. Truebridge	January 11th
GLENOCLE	2,750	W. Frakes	February 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table, Doctors and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 48 DAYS.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 23 DAYS.
The best route to the Klamath and Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYRA and St. Michael.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED
General Agents.
Hongkong, 5th December, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ & YOKOHAMA.	Monday, 18th December at 4 P.M.
N. Ohno	KOBÉ & YOKOHAMA.	Friday, 20th December, at Daylight.
KAWASAKI MARU	KOBÉ & YOKOHAMA.	Friday, 20th December, at Daylight.
J. B. Thompson	NAGASAKI, KOBÉ and YOKO.	Friday, 20th December, at Noon.
YAWATA MARU	HAMA	Friday, 20th December, at Noon.
Idzumi Maru	BOMBAY (Direct)	Friday, 20th December, at Noon.
M. J. Curran	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	Friday, 27th December, at Daylight.
WAKASA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	Friday, 27th December, at 4 P.M.
J. B. Macmillan	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ & YOKOHAMA.	Monday, 30th December, at 4 P.M.
KUMANO MARU	S. J. G. Parsons	Through Passage Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater House.

A. S. MIHARA, Manager.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, London, LIVERPOOL, Glasgow, TRINITE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERBIA	HAYRE & HAMBURG	On 24th Dec. Freight
Capt. Brehmer	Call at Singapore and Colombo	
NUERNBERG	HAYRE, BREMEN & HAMBURG	On 6th Jan. Freight
Capt. Ammon	(Calling at Singapore and Penang)	
STRASSBURG	HAYRE & HAMBURG	On 13th Jan. Freight
Capt. Madson	(Calling at Singapore and Colombo)	
SAMBIA	HAYRE & HAMBURG	On 28th Jan. Freight
Capt. Schmidt	(Calling at Singapore and Penang)	
AMBRIA	HAYRE & HAMBURG	On 12th Feb. Freight
Capt. Duckstein	(Calling at Singapore and Colombo)	
C. F. LAEISZ	HAYRE & HAMBURG	On 26th Feb. Freight
Capt. Laeisz	(Calling at Singapore and Penang)	
ATHESIA	NEW YORK	About 20th Dec. Freight
Capt. Wagner	(via Suez Canal)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)
"EMPEROR OF JAPAN" WEDNESDAY, 18th Dec. 1901
"EMPEROR OF CHINA" WEDNESDAY, 15th Jan. 1902
"EMPEROR OF INDIA" WEDNESDAY, 29th Jan. 1902
"EMPEROR OF AUSTRIA" WEDNESDAY, 12th Feb. 1902
"ATHENIAN" WEDNESDAY, 26th Feb. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS, of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officers of the Navy and Japan Governments.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIP (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DUE
GLASGOW, LIVERPOOL and SWANSEA	"PATROCLUS"	On 17th December.
GLASGOW and LIVERPOOL	"STENTOR"	On 24th December.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 31st January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	"PEREUS"	On 31st January.

TO	HOMEWARDS	TO SAIL
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LONDON	"STENTOR"	On 4th February.
LONDON	"IDOMENEUS"	On 18th February.
LONDON	"AJAX"	On 4th March.
LIVERPOOL DIRECT	"IXION"	On 18th December.
LIVERPOOL DIRECT	"PATROCLUS"	On 29th January.
LIVERPOOL DIRECT	"TANTALUS"	On 15th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAIYUAN"	On 18th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 18th December.
SAMARANG and SOERABAYA	"KWEIYANG"	On 19th December.
Cebu and ILOILO	"KAIFONG"	On 21st December.
SHANGHAI	"WANGPOA"	On 21st December.
MANILA	"SHUNGKIANG"	On 23rd December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901.

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

Captain Kilgour, will be despatched as above on or about 17th December.

To be followed by the Steamship

"ASAMA"

Captain Bement, on or about 27th December.

For Freight, apply to

SHEWAN TOMES & CO.

Hongkong, 23rd November, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 18th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Hongkong, 4th December, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"ZAFIRO."

Captain A. Ramsey, will be despatched for the above port on WEDNESDAY, the 18th inst., at NOON.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Hongkong, 13th December, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND TACOMA (WASH.).

Calling at SHANGHAI, NAGASAKI, KORE and YOKOHAMA.

THE Steamship

"PAKLING."

4,446 Tons, is due here on 17th inst., and will be despatched on or about the 18th inst.

For Freight and Further Particulars, apply to

DODWELL & CO., LTD.,

Hongkong, 18th December, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, SOYET, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSEY, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHURCH."

Captain C. L. Daniel, will be despatched for the above ports on SATURDAY, the 21st inst., at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWITT,

Hongkong, 9th December, 1901.

VESSELS ON THE BER. H

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KORE, AND YOKOHAMA.

THE Company's Steamship

"INDUS"

Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 16th inst.

For Freight or Passage, apply to

P. DE CHAMPORIN,

Hongkong, 10th December, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KORE.

THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will leave for the above places on THURSDAY, the 19th inst. P.M.

The steamer has capital accommodation for Passengers. Electric light. A Doctor is carried.

For Freight or Passage, apply to

SANDER, WIELER & CO.,

Hongkong, 5th December, 1901.

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LENNOX" On 21st Dec.

"ORONSAY" On 31st Dec.

1902

"AFRIDI" About 10th Jan.

"HILLGLEN" About 20th Jan.

"LOWTHER CASTLE" About 31st Jan.

For Freight and further information, Apply to

DODWELL & CO., LTD.,

Hongkong, 28th November, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIZURU MARU."

Captain T. Esato, will be despatched for the above ports on WEDNESDAY, the 25th December.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Hongkong, 12th December, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL GERMAN MAIL LINE Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS IRENE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 17th December, and THURSDAY, the 19th December, at 9.30 A.M.

All claims must reach us before the 22nd December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

Hongkong, 10th December, 1901.

NAVIGAZIONE GENERALE ITALIANA.

(FLORENCE & RUBINATO UNITED COMPANIES.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and Goods remaining in the Godowns after the 18th inst., will be subject to rent.

Bills of Lading will be countersigned by

CARLOWITZ & CO.,

Hongkong, 12th December, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

Ozama, British flag, Denmark—ORDEN

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON.

Contractor, 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite.

Mechanics engaged, Estimates given

CHEMISTS, DRUGGISTS, &c.

THE VICTORIA DISPENSARY.

Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.

Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.

Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hioio

PHOTOGRAPHERS

A FONG.

The largest and most complete Studio in Hongkong. Established 1858. Views, Engravings, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MEE CHEUNG.

Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, &c.; Development Works, Amateurs' Requisites

M. MUNEYA, JAPANESE ARTIST

Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.

Navy Contractors, Shipchandlers, Sail-makers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.

Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND.

43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers. Sole Agents for Shipowners' Commission ("Grayhound Brand") and Blundell Spence & Co.'s Composition

TAILORS

R. HAUGHTON & CO.

Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Carlo Store

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos"

Importer of the Best Manila Cigars; 25 Pottinger Street.

WATCHMAKERS

DEOZ & CO.

10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

OWNERS OF HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be finished ends on the 31st day of December, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to STAMP OUT PLAGUE, is determined to RIGOROUSLY PROSECUTE any Owner in default after the above named date.

By Order of the Board.

G. A. WOODCOCK,

Secretary.

Sanitary Board Office,

1st December, 1901.

Note—The Western Division of the City lies to the West of Morrison and East Streets.

3068

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,

Manager,

20, Des Vaux Road.

Hongkong, 18th December, 1900.

FOR SALE

MAP OF THE SIKIANG or WEST RIVER.

From HONGKONG to WUCHOWFU, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

CHUNG NGOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY

is the oldest and still immeasurably the best medium for Advertising among the Chinese Community.

Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, &c.

Terms for Advertising (Translations free) can be obtained at the Office, 13, Des Vaux Road, Central, Hongkong, 131, Fleet Street, London; or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

NOW ON SALE.

DIRECTOR OF
PROTESTANT MISSIONARIES

IN
CHINA AND JAPAN

FOR 1902.

WITH ALPHABETICAL LIST.

70 PAGES, HANDSOMELY BOUND IN BLUE CLOTH AND LETTERED, \$1.

On Sale at

Messrs. KELLY & WAHSH, LD., Hongkong

Shanghai and Yokohama;

Messrs. W. BREWER & Co., Hongkong and Shanghai;

Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Foochow.

The "DAILY PRESS" Office, Hongkong, and at the London Office: 131, Fleet Street.

Hongkong, 26th November, 1901.

CHEONG LEE & CO.

FURNITURE STORE.

Established over 30 Years.

IMPORTERS and EXPORTERS, and Dealers in Furniture, Blackwood, Jewellery, Curios, Cutlery, Electro-Plate, and Glassware. Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL,

POST OFFICE NOTICES.

The India, with the French Mail of the 15th ult., left Saigon on Friday, the 13th inst., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 12th October last.

The China, with the American Mail of the 23rd ult., will leave Yokohama to-day, the 14th inst., and may be expected here on or about Sunday, the 22nd inst.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Hongkong	Monday, 16th, 7.30 A.M.
Singapore, Penang and Bombay	Bombay	Monday, 16th, 10.00 A.M.
		Monday, 16th,
		Printed matter and sam-
		ples, 5.00 A.M.
		Registration, 10.00 A.M.
		(Registration, with late
		fee of 10 cents, up to
		10.45 A.M.)
		Letters, 11.00 A.M.
		Monday, 16th, 2.00 P.M.
		Monday, 16th, 3.00 P.M.
		Monday, 16th, 5.00 P.M.
		Tuesday, 17th, 11.00 A.M.
		Tuesday, 17th, 2.00 P.M.
		Tuesday, 17th, 2.00 P.M.
		Wednesday, 18th, 10.00 A.M.
		Wednesday, 18th, 8.00 A.M.
		Wednesday, 18th,
		Printed matter and sam-
		ples, 9.00 A.M.
		Registration, 10.40 A.M.
		(Registration, with late
		fee of 10 cents, up to
		10.45 A.M.)
		Letters, 11.00 A.M.
		Wednesday, 18th, 1.30 P.M.
		Wednesday, 18th, 4.00 P.M.
		Thursday, 19th, 3.00 P.M.
		Thursday, 19th, 4.00 P.M.
		Saturday, 21st, 10.00 A.M.
		Saturday, 21st,
		Printed matter and sam-
		ples, 9.00 A.M.
		Registration, 10.45 A.M.
		(Registration, with late
		fee of 10 cents, up to
		10.45 A.M.)
		Letters, 10.45 A.M.
		Saturday, 21st,
		Circulars, 8.00 A.M.
		Printed matter and sam-
		ples, 9.00 A.M.
		Registration, 10.45 A.M.
		(Registration, with late
		fee of 10 cents, up to
		10.45 A.M.)
		Letters, 10.45 A.M.
		Saturday, 21st, 4.00 P.M.
		Saturday, 21st, 4.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Singapore and Calcutta (Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne)
Yokohama and Kobe
Samung and Sourabaya
Kobe, Yokohama, Victoria, B.C. & Tacoma

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Europe, &c. India via Taitoorin.
(Late Letters 11.10 till 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Cebu and Iloilo
Shanghai

TO-DAY.
Sale, Bunches Mistletoe, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.
Sale, Leasehold Properties, Sales Rooms, Mr. Geo. P. Lamont, 3 p.m.

TO-MORROW.
Sale, Linen, A. S. Morris & Co.'s Godown, Kowloon, Messrs. Hughes & Hough, noon.
Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.
Services, St. John's Cathedral, 5 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON—	14th December.
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days sight	1/10 1/2
Bank Bills, at 4 months sight	1/10 1/2
Credits, at 4 months sight	1/10 1/2
Documentary Bills, 4 months sight	1/10 1/2
ON PARIS—	
Bank Bills, on demand	2.31 1/2
Credits, at 4 months sight	2.35 1/2
ON GERMANY—	
On demand	1.88 1/2
ON NEW YORK—	
Bank Bills, on demand	45
Credits, 60 days sight	45 1/2
ON BOMBAY—	
Telegraphic Transfer	137 1/2
Bank, on demand	138
ON CALCUTTA—	
Telegraphic Transfer	137 1/2
Bank, on demand	138
ON SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA—	
On demand	10 p.c. pm.
ON MANILA—	
On demand	24 p.c. pm.
ON SINGAPORE—	
On demand	Par.
ON BATAVIA—	
On demand	111 1/2
ON HAIPHONG—	
On demand	14 p.c. pm.
ON SAIGON—	
On demand	14 p.c. pm.
ON BANGKOK—	
On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	100.74
GOLD LEAF, 100 fine, per tael	550
SILVER, per oz.	25 1/2

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. steamer *Indus*, with the next French mail, left Saigon on the 13th inst., at 2 p.m., for this port, and is due here to-day.

THE INDIAN MAIL.
The steamer *Arcton* left Calcutta, left Singapore for this port on the 10th inst., p.m.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* left Vancouver on the 2nd inst., p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.
The "Ben" Line steamer *Benloe*, from Antwerp and London, left Singapore on the 7th inst. for Hongkong.

The P. & O. steamer *Malacca* left Singapore for this port on the 8th inst., at 1 p.m.

The Austrian Lloyd's steamer *Maria Valerie* left Singapore for this port on the 10th inst., p.m.

The O.S. Co.'s steamer *Pacific* left Singapore on the 11th inst., and is due in Hongkong to-morrow.

The C.M. steamer *Peking*, from Glasgow, Liverpool and Straits, left Singapore on the 11th inst., and is expected to arrive here to-morrow.

The "Glen" Line steamer *Glenloch*, from Antwerp, Middlesbrough and London, left Singapore on the 12th inst., and is due here on the 18th inst.

JOINT STOCK SHARES.

Hongkong, 13th December.

COMPANY.	PAID UP.	QUOTATIONS.
Bank of China	\$125	\$620, sellers
Hongkong & S'ha.	42	21.
China & Japan, ordy.	42	nominal
Nat. Bank of China	48	\$27, sellers
B. Shares	48	\$27, sellers
Poun. Shares	41	\$16, sellers
Bell's Asbestos E. A.	41	\$110, buyers
Campbell, Moore & Co.	\$10	\$41, buyers
China-Hongkong Co., Ltd.	\$15	\$85.
Light and	\$20	\$20, nominal
Power Co., Ltd.	\$10	\$8.35, sellers
China Prov. L. & M.	\$10	\$101.
China Sugar	\$100	\$101.
Cigar Companies	\$400	\$50, nominal
Alhambra, Ltd.	\$50	\$50, sales
Philippine Tobacco	\$50	\$50, sales
Trust Co., Ltd.	\$10	\$10, 44, sellers
Cotton Mills	\$10	\$10, 44, sellers
Evo	\$10	\$10, 44, sellers
International	\$10	\$10, 44, sellers
Leong Kung Mow	\$10	\$10, 44, sellers
Soyunas	\$10	\$10, 44, sellers
Yunnan	\$10	\$10, 44, sellers
Hongkong	\$10	\$10, 44, sellers
Dairy	\$10	\$10, 44, sellers
Penicak & Co., Ltd.	\$10	\$10, 44, sellers
Green Island Cement	\$10	\$10, 44, sellers
H. & C. Bakery	\$10	\$10, 44, sellers
Hongkong & C. Gas	\$10	\$10, 44, sellers
Hongkong Electric	\$10	\$10, 44, sellers
H. H. L. Tramways	\$10	\$10, 44, sellers
H. K. Steam Water	\$10	\$10, 44, sellers
boat Co., Ltd.	\$10	\$10, 44, sellers
Hongkong Hotel	\$10	\$10, 44, sellers
Hongkong Ice	\$10	\$10, 44, sellers
Hongkong & C. Gas	\$10	\$10, 44, sellers
Hongkong Hotel	\$10	\$10, 44, sellers
H. & W. Dock	\$10	\$10, 44, sellers
Insurance	\$10	\$10, 44, sellers
Canton	\$10	\$10, 44, sellers
China Fire	\$10	\$10, 44, sellers
China Traders	\$10	\$10, 44, sellers
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